

**Illinois State Transportation Plan  
2005 Update  
Summary of Public Comments**

Following is a summary of the public comments the Illinois Department of Transportation received during the public comment period for the 2005 update of the Illinois Transportation Plan. Comments were obtained from several sources; IDOT's State Transportation website, written letters and on IDOT's Public Review and Comment form. For the purpose of this website posting, individual names are not listed. Only organizations were identified that submitted comments. Where appropriate, comments were incorporated into the final State Transportation Plan document. Comments that did not pertain directly to the plan, rather were project specific or unrelated, were not incorporated into the summary but were forwarded to the appropriate division for consideration.

<b>Transportation Element</b>	<b>Comment Provided By</b>	<b>Comment</b>
<b>Bicycle and Pedestrian</b>	Chicagoland Bicycle Federation	<ul style="list-style-type: none"> <li>▪ Bicycle/pedestrian statistics need to be checked and verified</li> <li>▪ Suggests IDOT collect reliable data</li> <li>▪ Remove statement in Draft Plan that bicycling is mostly recreational</li> <li>▪ Plan should clearly commit to promotion of alternative transportation</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Please consider all kinds of transportation needs in future plans</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Incorporating bicycle and pedestrian friendly planning will provide additional options for short trips, improve access to mass transit and increase safety</li> </ul>
	League of Illinois Bicyclists	<ul style="list-style-type: none"> <li>▪ Was thankful for consideration of bicyclists in the plan</li> <li>▪ Encouraged IDOT to consider paved shoulders as a low-cost alternative to trails</li> <li>▪ Asked IDOT to encourage the inclusion of additional links to subdivisions &amp; neighborhoods</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Continue to include policy for routine accommodation for bicycles and pedestrians</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Need more bike paths in State of Illinois</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Continue to include policy for routine accommodation for bicycles and pedestrians</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Need wide shoulders on highways and bridges to accommodate alternative transportation modes</li> <li>▪ Do not designate any shoulders as "bike only"</li> </ul>

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<b>Bicycle and Pedestrian</b>	Illinois Department of Natural Resources	<ul style="list-style-type: none"> <li>▪ Commends IDOT for establishing policies and goals for safe and efficient transportation and for commitment to alternative modes of travel</li> <li>▪ Illinois' bike trails represent a substantial public investment and a significant component of the State's transportation system</li> <li>▪ IDNR recommends that IDOT adopt the intent of Senate Bill 508</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Future development of roads should give improved consideration to the needs of bicyclers and pedestrians</li> <li>▪ The provisions of Senate Bill 508 should be endorsed and embodied in future design processes</li> </ul>
	Evanston Bicycle Club	<ul style="list-style-type: none"> <li>▪ Plan is an opportunity to commit to a policy of routinely accommodating the transportation needs of those who bicycle or walk</li> <li>▪ Applauds the plan's goals</li> <li>▪ Request IDOT adopt the provisions of SB508 and reflect this in the State Transportation Plan</li> </ul>
	Center for Neighborhood Technology	<ul style="list-style-type: none"> <li>▪ Provided thanks to IDOT for including safety and pedestrian issues in the Plan which will promote healthy, sustainable communities</li> <li>▪ Did not agree with the statement that bicycle and pedestrian transportation are mostly recreational</li> </ul>

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<b>Amtrak/High Speed Rail</b>	Environmental Law & Policy Center	<ul style="list-style-type: none"> <li>▪ Concurs with emphasis on high-speed intercity passenger rail</li> <li>▪ Benefits will be congestion relief, mobility, and environmental considerations</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Likes the concept of a high speed rail line between Chicago and St. Louis</li> </ul>
	United Transportation Union -Illinois Legislative Board	<ul style="list-style-type: none"> <li>▪ Pleased to see High-Speed Rail listed as a state priority</li> <li>▪ Urges DOT to go forward with initiatives to expand and better utilize the system to provide a more balanced transportation network leading to increased frequency and ridership, fuel savings, travel options and benefits to air quality, highway congestion and Homeland Security</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Happy to see the completion of the High Speed Rail corridor listed as a high priority</li> <li>▪ Make improvements to existing rail routes to increase frequencies and reduce travel times</li> <li>▪ Service to new areas will build a stronger economy</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Encourages build up of passenger rail links to Chicago to ease congestion and better serve the airports</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Expanded service times would provide convenience for business needs and promote tourism</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Pleased to see high-speed rail corridor on the priority list</li> <li>▪ Expanded service will provide an economic way to travel</li> <li>▪ Thanked IDOT for all that they do for our state.</li> </ul>

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Amtrak/High Speed Rail	Private Individual	<ul style="list-style-type: none"> <li>▪ Urges the state of Illinois to commit to finishing the high speed rail</li> <li>▪ IDOT needs to consider the economies of scale to efficiently transport people</li> <li>▪ Increasing speeds, frequencies and service areas for rail benefits overall transportation system &amp; provides environmental benefits</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Improve existing system and expand to provide more frequent train service</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Happy to see the completion of the high speed rail corridor listed as a high priority</li> <li>▪ Requests steady improvements to existing rail routes to increase frequencies and reduce travel times</li> <li>▪ Providing service to new areas will help build a stronger economy</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Would like to see AMTRAK succeed and expand service</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Would like to see services expanded as development of High Speed Rail continues including bus connections</li> <li>▪ Greatly enhances the state's economy and environment</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ State should not promote one mode above another</li> <li>▪ Eliminate subsidies for highway, air, and rail letting the most efficient mode for certain distances come out on top</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Happy that the completion of the High Speed Rail corridor is a high-priority project</li> <li>▪ Providing faster, dependable, more frequent service to more communities benefits the state's economy and opens use up to more passengers</li> </ul>

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<b>Amtrak/High Speed Rail</b>	Private Individual	<ul style="list-style-type: none"> <li>▪ Happy to see completion of the High Speed Rail corridor listed as a high priority</li> <li>▪ Increase service for the High Speed Rail corridor</li> <li>▪ Fast, dependable rail service is important for business, tourism and recreation needs</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Stressed need to move towards a more balanced transportation system</li> <li>▪ Building a stronger intercity passenger rail system will promote tourism and economic growth</li> <li>▪ Increase train frequencies in addition to speeds</li> <li>▪ Rising gas prices should increase need for passenger train usage.</li> </ul>
	Bucol & Associates, Inc.	<ul style="list-style-type: none"> <li>▪ Expanded routes - more frequencies and upgraded for shorter trip times</li> <li>▪ Improved rail passenger network will result in a stronger state and local economy</li> </ul>

<b>Transportation Element</b>	<b>Comment Provided By</b>	<b>Comment</b>
<b>Public Transit</b>	Private Individual	<ul style="list-style-type: none"> <li>▪ IDOT needs to take on larger role in working with transit providers on planning and operations</li> <li>▪ Need a new policy/goal to provide new transit operating funds to local agencies</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Need to accommodate bicycles on Metra trains making them more inter-modal</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Would like to see old rail facilities utilized again to improve access and promote tourism</li> <li>▪ Promote prairie preservation along rail lines</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Need expansion of services to keep better pace with growth</li> </ul>
	Center for Neighborhood Technology	<ul style="list-style-type: none"> <li>▪ Plan should stress more that investing in transit will help congestion problems including ITS systems</li> </ul>
<b>Aeronautics</b>	Private Individual	<ul style="list-style-type: none"> <li>▪ A third airport at Peotone seems to be inconsistent with guidance in the Plan</li> </ul>
	Midwest High Speed rail Association	<ul style="list-style-type: none"> <li>▪ O'Hare modernization creates opportunity to improve transportation and the quality of life</li> <li>▪ Improvements such as the Terminal 7 building need to provide connectivity between all modes of transportation</li> </ul>

<b>Transportation Element</b>	<b>Comment Provided By</b>	<b>Comment</b>
<b>Freight and Intermodal</b>	Private Individual	<ul style="list-style-type: none"> <li>▪ Supports initiative to relieve freight railroads of some of the bottlenecks and congestion</li> <li>▪ Improvements will serve both the freight and passenger congestion problems</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Promotes the addition of truck parking areas with electrification to reduce idling and pollution.</li> <li>▪ Promotes use of alternative fuels made in Illinois and taxing them to maintain gas tax revenues</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ CREATE project should be at the top of the priority list</li> <li>▪ Impacts from improvements would be realized statewide and will help all modes of transportation</li> <li>▪ Urges planners to continue to focus on coordinated multi-modal networks in all aspects of planning</li> </ul>
<b>Safety</b>	Private Individual	<ul style="list-style-type: none"> <li>▪ Several of the comments acknowledged safety as one of the priorities or benefits that will be achieved through IDOT's policies and goals</li> </ul>

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<b>Economic Development</b>	Environmental Law & Policy Center	<ul style="list-style-type: none"> <li>▪ The policy of supporting business and employment growth should target transportation investments that support business and employment growth in a cost effective manner</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Other examples of major facilities should have been listed</li> <li>▪ Providing more regional connectivity among urban and suburban areas supports the plan's goal of economic growth</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ The efforts that have gone into this document are a great start to keeping Illinois a strong, growing economic state</li> </ul>
	The Upchurch Group	<ul style="list-style-type: none"> <li>▪ If transportation spending favors the major metropolitan areas, leading to subsequent job and population growth at the expense of downstate Illinois, it will add to the congestion and infrastructure problems in those areas</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Many of the comments received stressed that economic development would be a benefit of continued investment in the transportation network. This was particularly prevalent in the comments pertaining to Amtrak and High Speed Rail</li> </ul>



<b>Transportation Element</b>	<b>Comment Provided By</b>	<b>Comment</b>
<b>Environment</b>	Center for Neighborhood Technology	<ul style="list-style-type: none"> <li>▪ Component of environmental health is missing from the plan and recommends IDOT strengthen policies and goals to secure safe drinking water which is important to a communities economic development.</li> </ul>
<b>Funding</b>	Private Individual	<ul style="list-style-type: none"> <li>▪ Questioned if the State has a plan to create a source of funding in Illinois to serve as the local match for projects which develop out of the federal transportation legislation</li> </ul>
	The Upchurch Group	<ul style="list-style-type: none"> <li>▪ Eliminating transfers from the State Motor Fuel Tax Fund to the State General Fund would go a long ways toward meeting priority transportation needs in the state</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Inter-city highways should be privately ran existing on the funds generated by their users allowing taxes to be reduced</li> </ul>
	Center for Neighborhood Technology	<ul style="list-style-type: none"> <li>▪ Transportation planning agencies need to consider parking availability because it's one of the greatest incentives drivers respond to</li> <li>▪ The plan should take into account that the hidden subsidy of parking skews behavior that would be different if users paid their share of the cost</li> </ul>

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<b>General Comments</b>	Private Individual	<ul style="list-style-type: none"> <li>▪ A number of the ideas in the Plan are good ways to help the congestion problem</li> <li>▪ Congestion based pricing could be very effective in encouraging commuters to seek alternatives to driving alone to work</li> <li>▪ Improving communications with motorists will better allow them to get around congestion</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ The Leadership Council Southwestern Illinois fully supports IDOT's current Mississippi River bridge initiative and that along with the preservation of existing river bridges are southwestern Illinois' top regional transportation priorities</li> <li>▪ The Council appreciates IDOT's commitment in improving the region's transportation system and seeks recognition of their long term transportation needs</li> </ul>
	Private Individual	<ul style="list-style-type: none"> <li>▪ Concerned about noise impacts and the costs to local communities to fund noise barriers and safety barriers</li> </ul>
	Illinois Trails Conservancy	<ul style="list-style-type: none"> <li>▪ Adequate time was not given to preparation of the new Plan and more time and consideration should be given to preparation of the Long Range Plan</li> <li>▪ Will IDOT's Long Range Plan take into consideration Long Range plans from other areas such as MPOs?</li> <li>▪ Will not having an up to date plan jeopardize Federal Transportation Funding?</li> </ul>

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<b>General Comments</b>	Metropolitan Planning Council and Chicago Metropolis 2020	<ul style="list-style-type: none"> <li>▪ Agrees that IDOT and public need to have a clear understanding of the policies and principles as to how projects are identified and prioritized, what those investments are expected to achieve and develop a system of quantifiable measures to determine whether IDOT has met its goals</li> <li>▪ How does this document relate to any capital plan that might come out in Spring 2006?</li> <li>▪ How does this plan relate to the 2030 regional transportation plan and the plans of other MPOs in Illinois and is IDOT committed to following a regional transportation plan where metropolitan planning organizations exist in the state?</li> </ul>
	Kane County Division of Transportation	<ul style="list-style-type: none"> <li>▪ The county is supportive of IDOT's commitment to: 1) preserve and manage the current transportation system, 2) provide new improvements to address and foster growth, and 3) enhance communication and coordination between the state and local agencies</li> <li>▪ The growing population has and will continue to challenge capacities of the current state and local transportation system, and as such, the maintenance and expansion of existing state highways and construction of new highways are critical</li> </ul>

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<b>General Comments</b>	Center for Neighborhood Technology	<ul style="list-style-type: none"> <li>▪ Commends IDOT for the clarity of the plan, but recommends a glossary of acronyms be included</li> <li>▪ The emphasis on safety throughout the document is an important first step toward the goal of reducing fatalities and critical</li> <li>▪ Pointed out that there was not sufficient time for public input into the plan</li> <li>▪ Plan needs more emphasis on Context Sensitive Solutions</li> </ul>
	Environmental Law & Policy Center	<ul style="list-style-type: none"> <li>▪ Suggests that a new introduction be written for inclusion in the document which explains its purpose, who requires it, where it is submitted, and how it relates to other planning documents such as the 20-year plan produced by IDOT.</li> </ul>

A detailed summary of the public comments received on the State Transportation Plan can be obtained by submitting a written request to the following address:

State Transportation Plan Coordinator  
Statewide Program Planning, Room 307  
Illinois Department of Transportation  
2300 S. Dirksen Parkway  
Springfield, IL 62764